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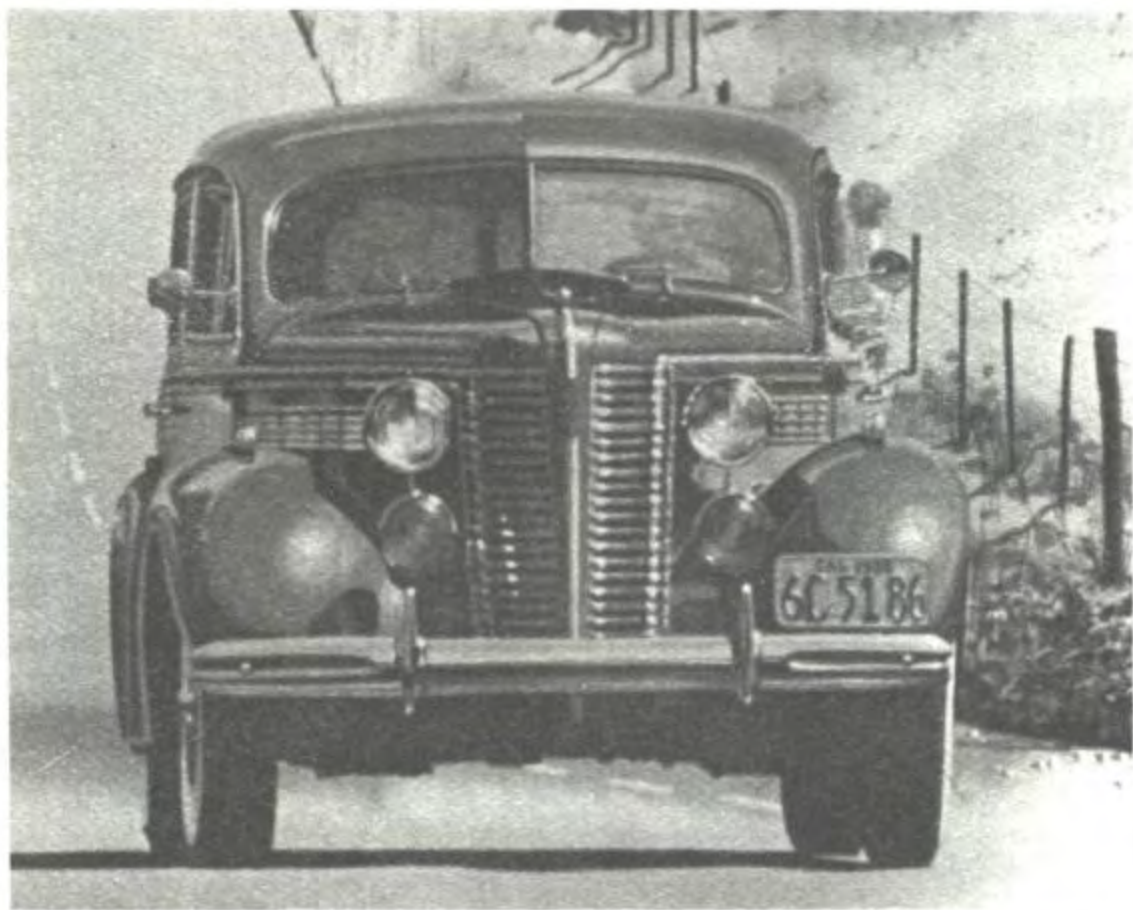
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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIV • NUMBER 1 • SEPTEMBER / OCTOBER 1995

BUICK
1937  1938

TORQUE TUBE

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THE 9th CYLINDER

Sorry we were late getting out the last *Torque Tube*. **Dug Waggoner** (#10) and I try to have your *Torque Tube* reach you during the two month period shown on the cover, but sometimes we don't make it. The next time we're late, don't worry. We haven't forgotten you. You will get your *Torque Tube*!

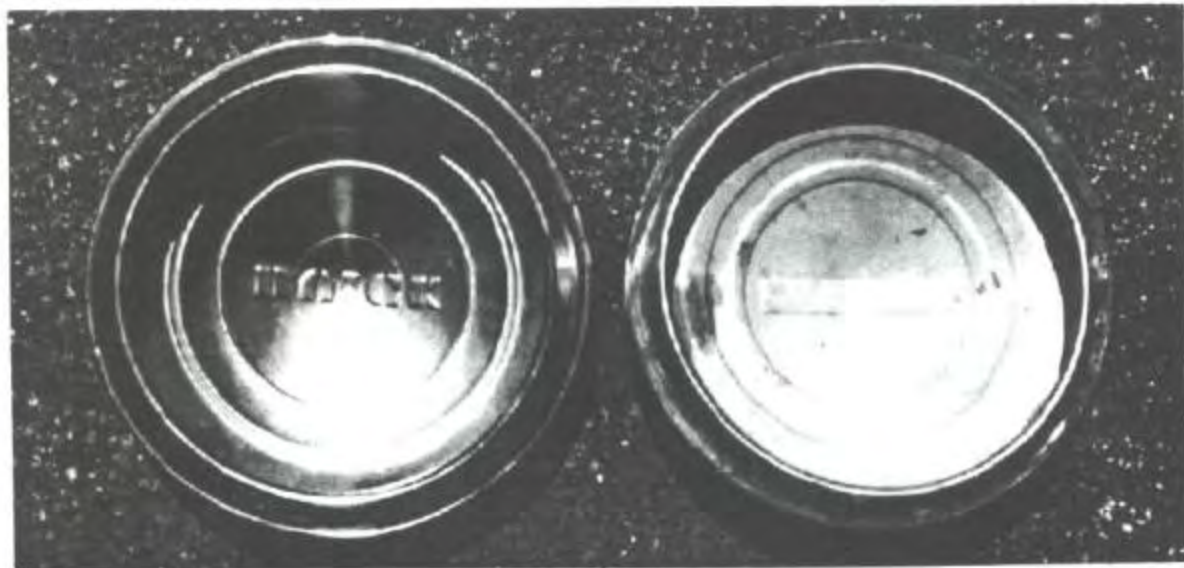
Lars Gulliksrud (#1013) in Oslo, Norway reports he used his '37-61 Century Sedan to take his family on a week trip to the West Coast of Norway. It rained a lot during the trip, but the NOS windshield wiper motor he bought last year at Hershey worked much better than his old one. He says with the new one

he can drive uphill and still see the road!

Except for some noise from the rear end (or transmission), his car runs well and is an excellent tour car. It has plenty of power and speed, large luggage compartment, easy starting and no overheating.

Fred Legler (#290) says: "Thanks for all the helpful repair articles and tips in the *Torque Tube*. As soon as I retire, I expect to provide some contributions."

Two new members joined the Club while at the BCA Nationals in Chicago in July. They are **Virgil Siewert** (#1131) and **Bob Lucas** (#1134). Virgil had his nice black '38 Century



FOUNDED IN 1980 BY DAVE LEWIS



Coupe and Bob his black '37 Special Sedan at the Nationals. Welcome Virgil and Bob. This brings our paying membership up to 478, a record high!

E.W. Scrivener (#1069) in Canada says he "enjoys reading the *Torque Tube* from cover to cover and looks forward to each new issue".

Two 1938 items no longer being reproduced are the hubcaps and the Buick emblems between the grille halves. This means you'll have to restore the ones you have. See page 23 for information on restoring the '38 Buick nose piece emblem.

The photo on page 1 shows the rear view of reproduction (left) and original '38 Buick hubcaps. The original's had an inner and an outer skin, so are more costly to repair. I was quoted a price of \$360. to remove the dings and re-chrome 4 original hubcaps. One other factor, in working with either the original or repro, is that the black lettering on the face of the hubcap will have to be applied. Some people use black

paint while others use black tape to fill in the letters and the circular stripes.

This is what prewar blackwall tires looked like. **Lewis Jenkins** (#1085) exhibited his original black 1939 Century Sedan at the

BCA Nationals in Chicago last July where I took this photo. On the sides of the tires were: 'U.S. ROYAL' and 'TEMPERED RUBBER.'



The bottom photo shows an original decal from his 1939 Century's Air

Cleaner. It was used on all '37-'38 Buick Air Cleaners except the Heavy Duty Oil Bath model which used a rectangular decal. See the extensive article on decals in the Jan/Feb 1995 *Torque Tube*.



Bill Whyte (#968) who lives in Scotland sent these photos (page 3, top and middle) and writes that "American cars in the U.K. have always been looked

down upon and at car shows when competing against Rolls Royce and Bentley etc., have either been ignored or marked low. But, at one of the biggest car shows (over 30,000 people) my

≡TORQUE TUBE≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (USA) per year Canada; \$40.00 per year in Europe and South America and \$50.00 per year all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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38-66C has changed all that by being awarded 'Best Vehicle on Show.' And this was against some very high quality machinery." Bill goes on to say, "This photo of me and the 66C may look as if I had made the judges an offer they couldn't refuse, but I can assure you the top prize at this the most prestigious show in Scotland came as a big surprise. From this I hope all pre-war Buicks will be recognized for the mechanically advanced and stylish cars they were".

(ED: Also see the November/December '94 Torque Tube for more photos and a story about Bill's 38-66C).

In the last **Torque Tube** there was a story and photo in the **9th Cylinder** on member **Peter Breitenstein's** (#989) recent purchase of a '38 Limited needing a total restoration. Peter lives in Namibia, Africa and calls his big 1938 Limited "**The Monster.**" (bottom photo).

Well now we've got another similar story. New member **Jim Williams** (#1035) in Louisville, KY recently purchased a 1938 Limited 8 Passenger Touring Sedan Model 90. Buick made 644 of the Model 90's (see photo at the top of page 4). Jim says that the previous owner completely disassembled the car with no photos, notes or any documentation! Now it's up to Jim to put it all back together again. I guess Jim's car will now



be known as **The Monster II.**

Congratulation to **Bob Richards** (#596) in National City, CA. for winning First Junior with his 1937 Special Business Coupe Model 46 at the AACA Western Division Meet in San Diego, CA. last April. (See photo in middle of page 4) Thanks to **Andy Diem** (#852) for sending in this article.

The photo at the bottom of page 4 shows a 1937 Buick image on a copper colored ash tray belonging to **Jerry Barton** (#281) in Enumclaw, WA.

Jerry buys, trades and sells Buick sales, promotional and shop literature. Jerry and his literature are often



seen at Buick meets. Jerry's ash tray was photographed at a Buick meet in California. I saw an identical ash tray at the **BCA Nationals** in Chicago. I assume they were a promotional item probably given to dealerships for customers to use while they were looking at the new '37s.



Our Art Director **Dug Waggoner** (#10) recently spotted a black 1938 Roadmaster Model 81 (see page 5, top) and talked with the driver who was a relative of the owner. Dug gave him some information on our '**37/'38 Buick**

Club and he and his wife gave a subscription and membership as a birthday present to the

surprised owner, **Don Kidder** (#1143).

The car is unrestored and has either been garaged or stored since new. The odometer shows 73,500 well kept miles. Welcome to the Club Don.

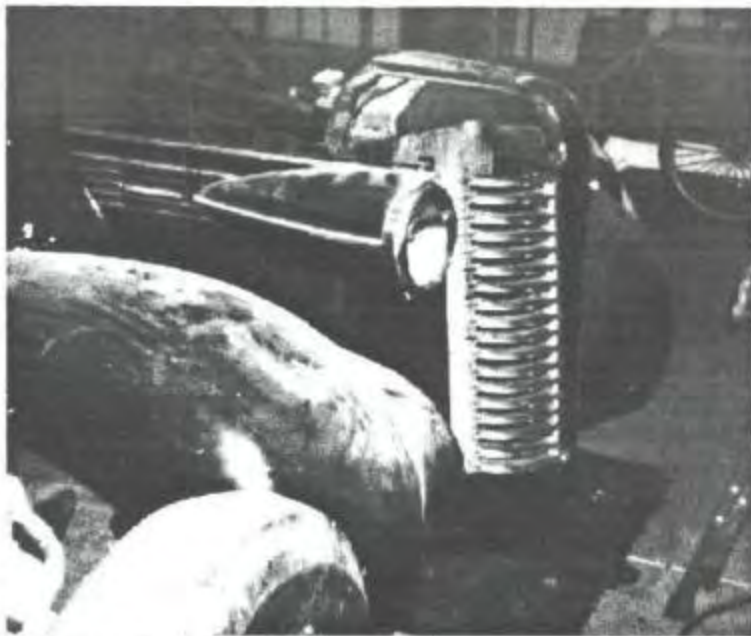
Did you know that for every 1 gallon of gasoline your Buick's engine burns, it produces just

over 1 gallon of water! (taken from the '38 Buick Salesman's Fact Book, page 25). That's why

starting an engine and letting it run for a short time is bad for the engine. The motor has to get up to operating temperature to get rid of

the water vapor inside the motor. Most of it passes out the heated exhaust system while a very small amount passes out through the crankcase ventilation system.

One owner of a beautifully restored Buick would regularly start the engine and let it run for a few minutes, but never actually drove the car for fear of damaging the body-off professional restoration. Well, was he surprised when he removed the valve cover after 10 years of doing this. All the rocker arms were rusty and the



oil was full of rust particles!

Buick Specials used a single piece exhaust manifold while Big Series cars used a 3 piece exhaust manifold. The center section was prone to cracking, often where the sections fitted together.

This photo, (middle of page 5), shows a cracked

original center section. Some of the old car parts vendors now carry new repro center sections with a

lip that is made much thicker than this original, so they should last a great deal longer.

Club member **Kelvin Doel**

(#1029) who writes from New Zealand informs us that he and his youngest son are working on a ground-up restoration of their '38-41 Special sidemounted, trunk back sedan. Kel says they get a lot of enjoyment and information from the **Torque Tube**.

My wife and I are planning on visiting New Zealand in February to help celebrate the **50th Anniversary of the Vintage Car Club of New Zealand**. We

look forward to meeting and visiting with Kel as well as **Cliff Humpries** (#747),



Laurie Roberts (#1046), **Graeme Letica** (#769), and other New Zealand members. And a very Special Thanks to Graeme for sending me the newsletter of the **New Zealand Buick Enthusiasts**. In looking through the publication, I



see a couple of technical tips that would benefit our Club members.

Member **Peter Breitenstein** (#989) down in Namibia, Africa reports his '38 Century Sedan Model 61 behaved itself exception-

ally well on his club's annual 7 day, 1000 mile rally. His 38-61 didn't miss a beat, and except for a bit of oil and lots of petrol, it ran like clockwork.

Remember, all ad listings in the **Torque Tube** are **FREE** if they are for 1937 or 1938

parts, cars or literature for sale or wanted.

Joe Krepps (*The Buick Nut*), down Florida way, is researching the possibility of having



high speed differential gears reproduced for Buicks from the early teens through 1941. He knows that '37 & '38 Special and Century ring and pinion gears interchange. But do they fit any other years such as '36, '39, '40 or '41? Do Roadmaster and Limited ring and pinion gears interchange?

Also, does any member out there have a broken ring & pinion set he could use to verify the dimensions? The more years these gears fit, the better the chance he'll have in reproducing them and the lower the price. You can contact him at: **Joe Krepps**, 2486 Pacer Lane South, Cocoa, FL 32926, (407) 636-8777.

The **Torque Tube** was mentioned in the Club Clips section of the July 20th issue of *Old Cars Weekly*. Thanks to **Bill Schaeffer** (#622) for sending this in.

Harry

CLUB CLIPS

clipped by Gerald Perschbacher

"Finding & Using the Correct 1937 & 1938 Buick Decals & Stickers" is the tale told by Editor **Harry Logan** in the "Buick Technical Tips" column of the impressive publication **Torque Tube**, Vol. XIII, No. 3 (1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022). The story is the type too many owners of old cars fail to read — because too few people write them. Some clubs and individuals are offering decal repros for various makes, a wonderful detail for the restored car; but not every club takes pains to show where the decals should be positioned. With lots of visuals, Logan points out exactly where the decals are to be mounted and on which models. Bravo! He also makes extra comments when factory-issued pictures are shown, saying how some decals were probably added for the photo and should not be taken literal. The three-page story tells how to apply the decals and shows them in full size and gives arrows to photos, showing the placement. Would you believe, a slight alteration to the valve cover from 1938 to 1939 resulted in a change of the cover decal, necessitating extra spacing between the words "Buick 8" and "Dynaflash"?

COVER CAR

Noted Automotive artist Ken Eberts graciously allowed us to use this painting of his blue 1938 Buick Special 4 Door Trunk Back Sedan Model 41. Ken is president of the **Automotive Fine Art Society (AFAS)**. Ken's paintings have been featured on the cover of *Old Cars Weekly* and other fine automotive magazines. He has also painted many noteworthy car show posters. Many of his paintings were displayed at the 1994 Palo Alto Concourse d' Elegance.

FROM SEA SPRAY TO REDWOODS 1937/1938 WEST COAST TOUR

By Harry Logan (#651)

The tour was a great success. 31 adults, 2 children, 12 '37 or '38 Buicks, a '55 Olds and 3 modern cars met in Pacific Grove on Friday Sept. 22. We took a sunset drive along the coast on our way to eat in Cannery Row. The waves were the highest I've ever seen them. Spectacular!



On Saturday we left on a 65 mile trip to **Saul & Taffy Hoffman's** (#666) mountain home in Ben Lomond for supper in the Redwoods. This photo was taken at our first stop on the 17 Mile Drive along the Pacific Ocean. These four black sedans were leading the way. Several members mentioned what an awesome sight it was to see four black sedans together rounding the curving road. **Will Siegfried** (#1117) said it reminded him of a scene from the movie "Citizen Kane."



Here's another shot of the four black sedans, **Harry Logan's** 38-61, **Don Micheletti's** (#250) 38-81, and **George Ledger** (#750) and **Art Benton's** (#995) 37-61's. We also had two black coupes on the trip, **Doug Nelson's** (#51) 38-66S and **David Boo's** (#569) 38-46.

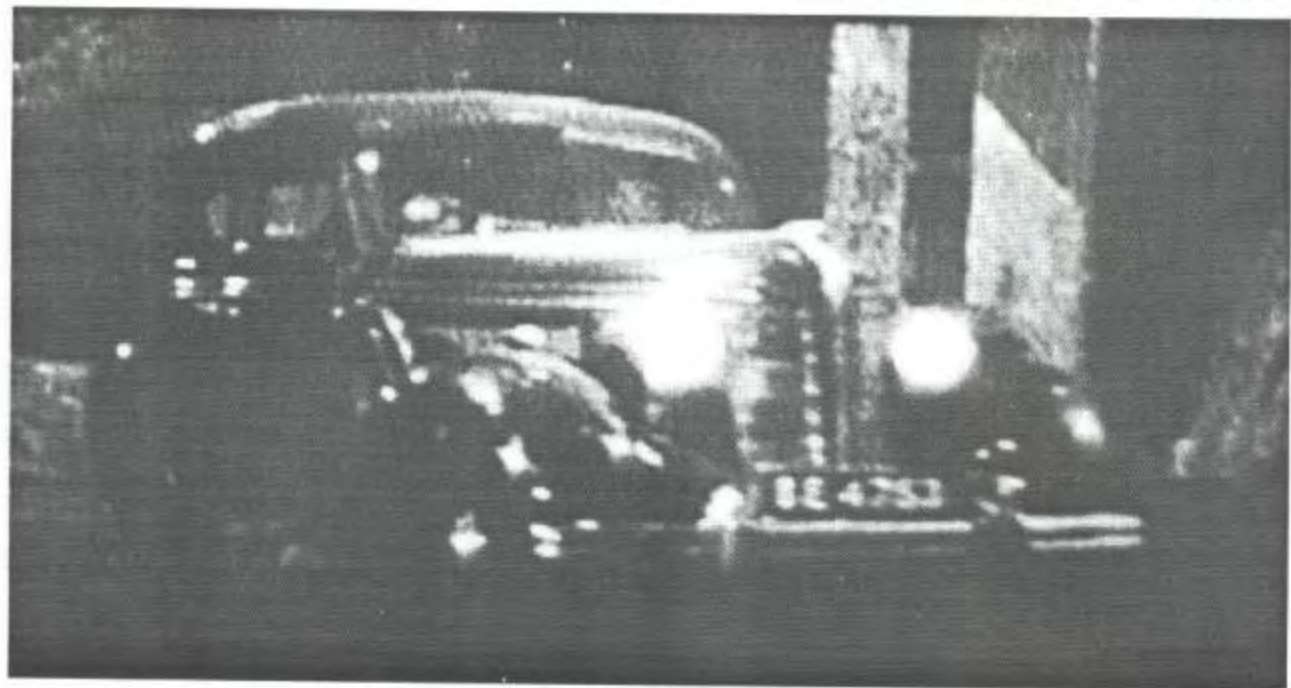


After leaving the 17 Mile Drive and Pebble Beach, we followed the narrow sea front road, stopping at the Carmel Mission built in 1776. This shot shows **Jim Flack** (#499) by his 37-46 talking to **Greg Marshall** (#82) who brought his 37-66S. In the background is a group of black coupes and sedans. Black was definitely the most popular color of the cars on this tour.

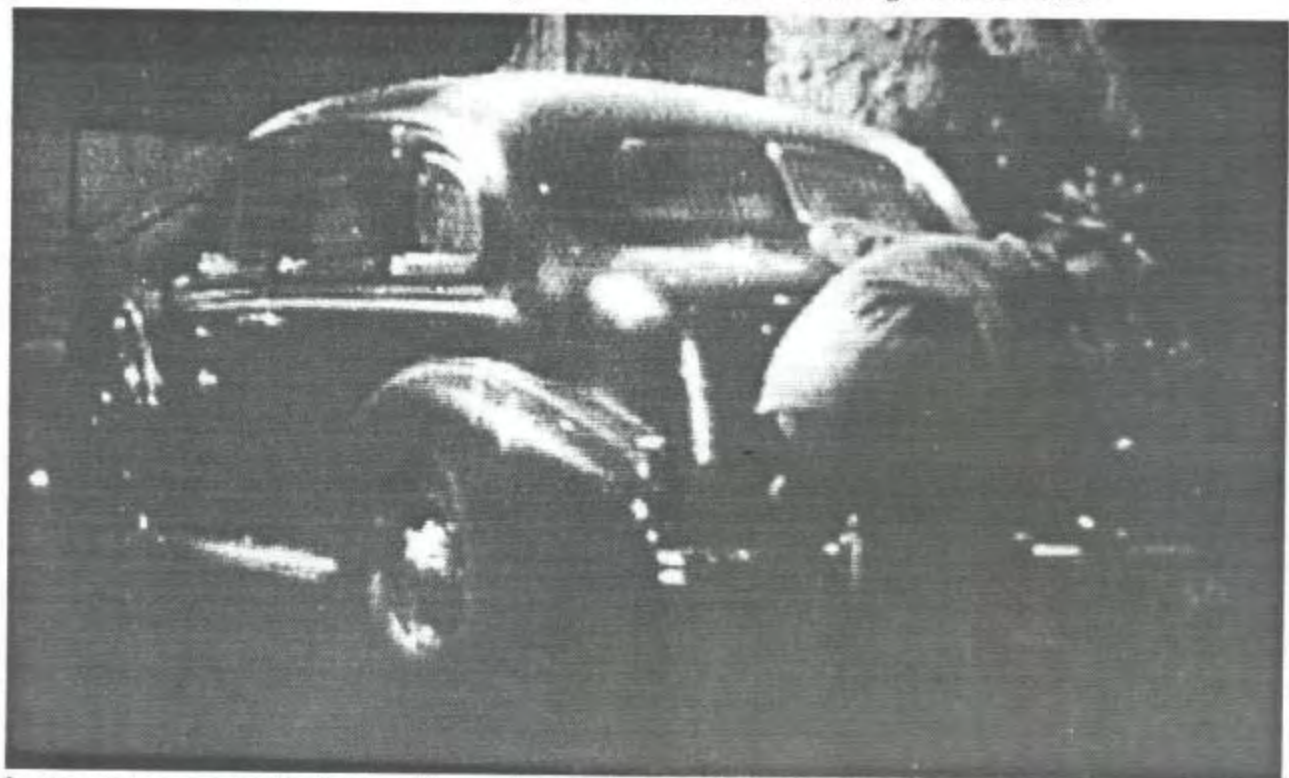


We watched the crashing waves and a few hardy swimmers as we ate lunch at the Cafe Beach right on the Pacific Ocean. Then we headed to Route 66, an antique car store a short distance away. We looked at the old cars they had for sale including a red '54 Skylark. Then we drove down the street to Mr. Lubrication, an oil changer built on the site of an old gas station. The owner let us take photos of our cars by the gas pumps. That's **Mike Dillard's** (#1011) Corot Beige 38-41 (left) and **George Ledger's** 37-61 at the pumps. Then we drove 45 miles to **Saul Hoffman's** home for a great outdoor meal among the tall Redwood trees. On Sunday some of us took a walk through a Redwood forest and an hour's train ride through the Santa Cruz Mountains. It was a trip we'll always remember!

1937 Buicks In The Movies



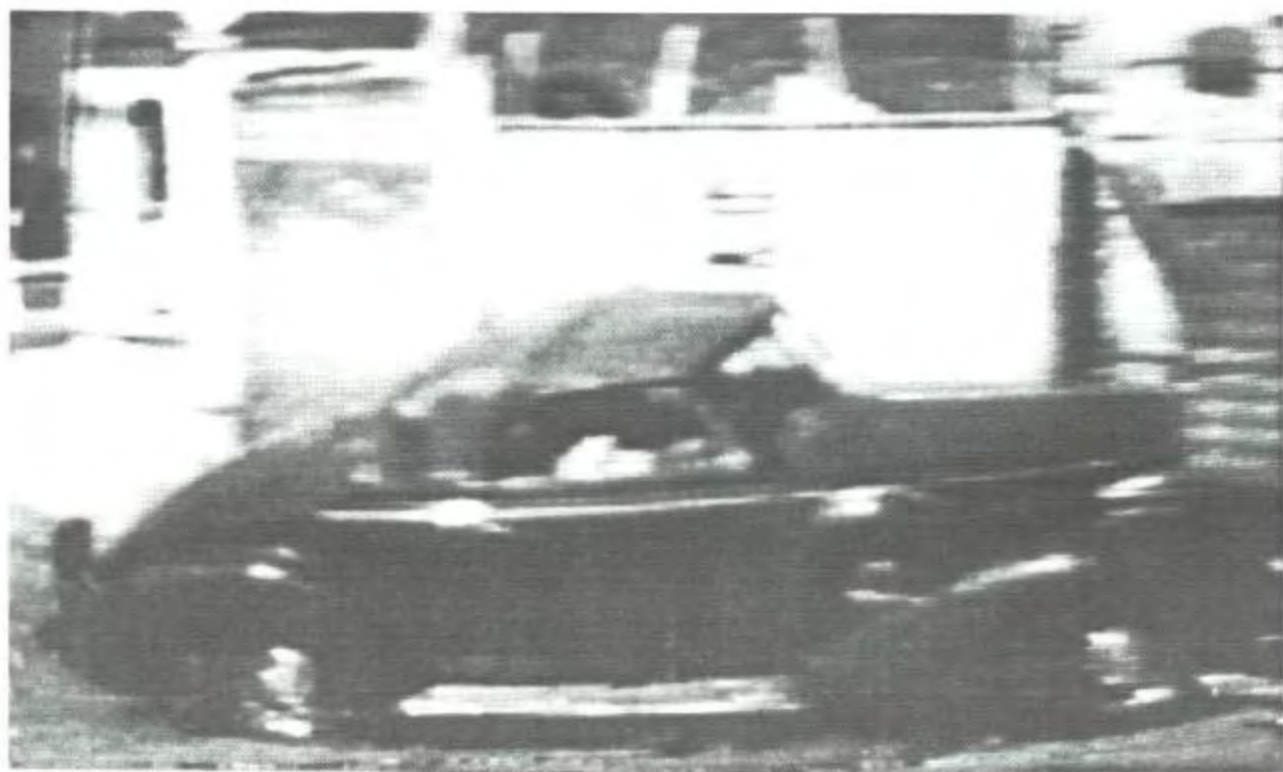
This sidemounted 1937 Buick sedan with British license plates appears in many scenes in the 1941 film *"The Saint's Vacation."* Hugh Sinclair stars as The Saint in this mystery about the search for a music box in Switzerland containing secret codes wanted by Axis spies. This film was made in England. Thanks to **Wayne Chan** (#140) for loaning me this video.



In one scene a man hitches a ride on the back of the Buick by jumping on the bumper. **WARNING:** Don't try this. It may be dangerous to your health!



A sidemounted 1937 Buick convertible coupe is seen in a chase scene from the 1950 British film "*The Blue Lamp*." It stars Dirk Bogarde and is about the search for the murderer of a policeman. Note the correct convertible coupe rear window with the vertical bar in the center. Thanks to *Charles Jekofsky* (#524) for loaning me this video.



The chase finally ends when the bad guys crash the convertible into a building. What a way to ruin a good car!

THE DUMBEST MOVE OF MY LIFE

By Loren Mately (#46)

When I sold my beautiful 1937 Special Phaeton Model 40C several years ago, I knew it was a mistake as soon as I saw it being driven away.

The story concerning the sale is very strange. I never seriously considered selling the phaeton. I was showing a beautiful '41 Buick sedanette I had for sale to a local car dealer. He saw my phaeton in the garage and before I really knew it, he purchased *both* cars from me! He didn't even hear it run!

Showing him the phaeton was something I was always happy to do, since I was very proud of this beautiful Buick. He left the new Porche he and a friend were driving and

took both the '41 and '37 away!

All this happened while my wife ran up to the grocery store for a few minutes. Imagine her surprise when she came home! Needless to say she was and still is mad about it.

You know, I still cannot explain what came over me that day. I didn't need the money, didn't want to sell, but there I was, egg on my face without a sensible explanation for letting the 40-C go. Likely the more than generous offer was a contribution. So there is my painful admission of the dumbest move of my life.

All '37 and '38 Buicks have been my

"...but there I was, egg on my face..."



all time favorite cars, and we all know why. My '37 40-C was purchased from the original owner in Eastern Washington in 1970. I restored it in 1979, and put 13,000 trouble free miles on it over the last 15 years.

Kicking myself for the last two years didn't change the fact that we were Buickless. I vowed someday to own another '37 or '38 open Buick.

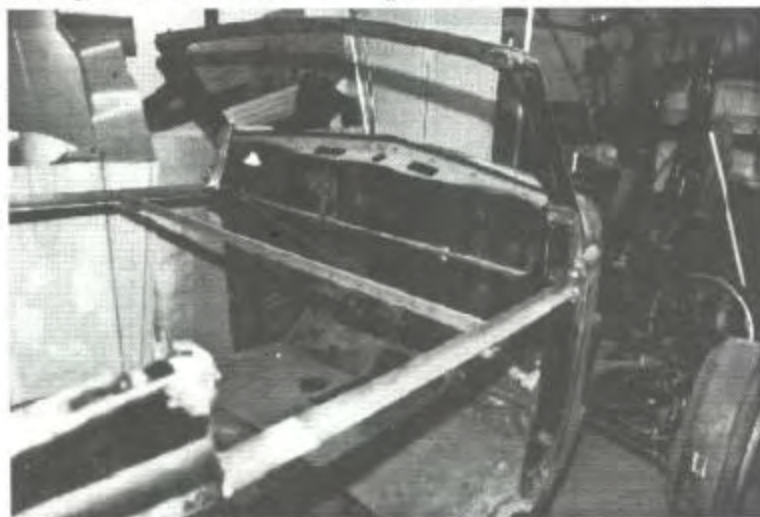
The unexpected opportunity arrived when one of our club members **Jerry Barton** (#281) called to tell me that he looked at a '37 Special Convertible Coupe Model 46C that was for sale. The owner lost interest in the restoration and wanted a car that he could drive now. So I contacted him and three hours later, I was the new owner!

Although my wife told me "no more cars in buckets," I loaded my pick-up with boxes of parts. It took several more trips to get the frame, two engines, transmission,

fenders and finally the body. My intention is to restore the car to a nearly perfect condition, a #10!

With the restoration experience of my '37-40C, it will be easier to put back this jigsaw puzzle. All those great

parts I sold in the **Torque Tube** a year ago would be nice to have now, but I never thought I'd find another open '37 or '38 Buick for a long, long time, or that I'd purchase another "car in a bucket." Funny how things work out isn't it?



"...car in a bucket..."

MY CAR

(By Michel Malak #1145)

About two years ago I decided that I was finally going to look for an older car to restore after many years of thinking about

doing so. Then I finally found one that I really liked, but my wife hated! It was a '59 Buick in need of a lot of serious work. Two days later after deciding to buy the 1959 anyway, my wife asked me to check out a neat old car that she had seen on the

roadside on the way to work before buying the '59. I agreed and went to take a look.

There it was, a beautiful 1937 Buick Two Door Sedan Model 48! It was straight, solid and 95% complete in need of a restoration. I instantly fell in love with the car and had to have it. I then looked around the property and found the owner, an older gentleman, in the back barn

busily turning a wrench on a Model A Ford.

I told him I was interested in the car and the first thing he asked was "What are

you going to do with it? You're not planning on chopping it are you? Or put a fancy hot rod engine in it or big wheels or a crazy paint job on it are you? If so, it's not for sale!" And believe me, this old timer was for real! But only after promising the old timer

that I would keep the car original and listened to him tell about the car's history plus a couple of "war stories," we negotiated on a price. Then I started up my prized '37

Buick and happily headed for home.

For two months I drove it and had the time of my life before starting on the restoration. The car is now 85% dismantled and the body is ready to come off.



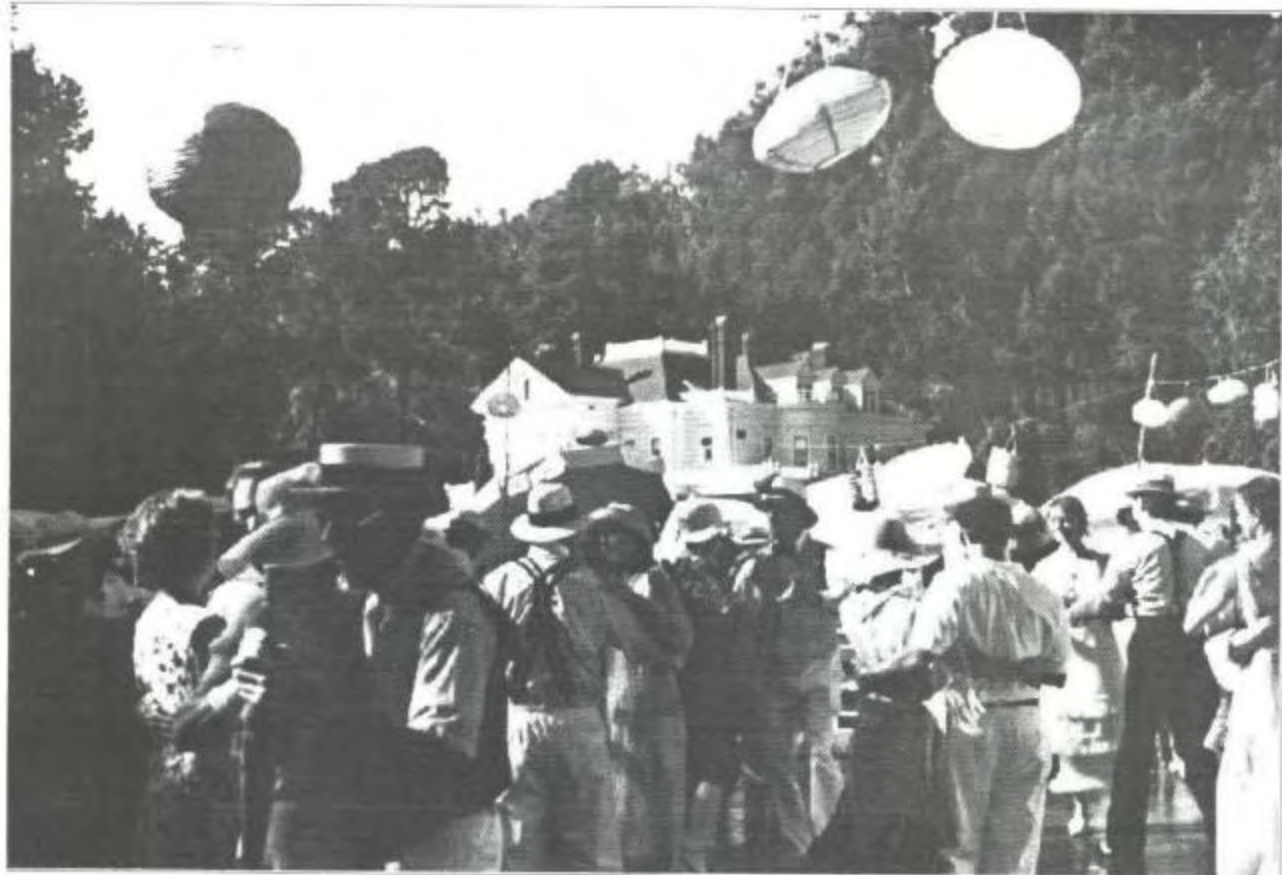
I would like to thank my wife for finding the car and for her patience and understanding for my new love affair in the garage!



The Great Gatsby Summer Afternoon

By Harry Logan #651

"On Sunday.....the world and its mistress returned to Gatsby's home and twinkled hilariously on his lawn."
— F. Scott Fitzgerald, *The Great Gatsby*, 1925





On Sunday September 10th, The Art Deco Society of California held their annual "**Gatsby Summer Afternoon**" at the Dunsmuir House and Gardens in Oakland, California. The home was built in 1900 by Alexander Dunsmuir, the wealthy heir to a Canadian lumber and coal fortune, as a wedding gift to his bride Josephine. Unfortunately, Alexander died on his honeymoon and never lived in the home. Josephine died the following year. (*They were both in their forties*). Dunsmuir House now belongs to the City of Oakland.


Hundreds of people attended the event

dressed in clothing of the Twenty's and Thirty's. Many enjoyed dancing to songs from this era provided by Don Neely's Royal Society Jazz Orchestra. Listening to songs from long ago brought back a lot of memories!

Of interest to our Club were these two cars, 1937 Buick Business Coupe with a 1938 Century Sedan behind it. Nearby, hundreds of people dressed in costume were having a picnic on the lawn, socializing, playing their portable Victrola's or listening to the Orchestra.

There was even a Bathing Beauty Revue, competing for the title of Miss Art Deco.

A Gatsby Summer Afternoon



1938 Buick Limited Factory Photo. Unlike all other 1938 Buick models, the Limited's came from the factory with sidemounts and whitewall tires as standard equipment. Two of our members, **Peter Brietenstein** (#989) in Namibia, Africa and **Jim Williams** (#1035) in Kentucky recently purchased '38 Limited's needing total restorations. More on their Limited's in the next **Torque Tube**.





Technical TIPS

OPEN VS. CLOSED CAR FRAMES

By Joe Giordano (#333)

In the last issue of the *Torque Tube* we talked about the fact that 1938 open car's side rails were 3/64" (1.2mm) thicker and center cross members were 3/32" (2.4mm) thicker than on closed cars.

Everything is thicker on open car frames including the cross member plate. The photo below shows the cross member of a '38

Century Convertible Coupe Model 66C.

This photo (below right) is of a '38 Century Sedan's cross member. The difference between the two frames is more noticeable when you actually look at the frames than in the photos. The shape and size of the cross member's rivets are also different. They are larger on the convertible.

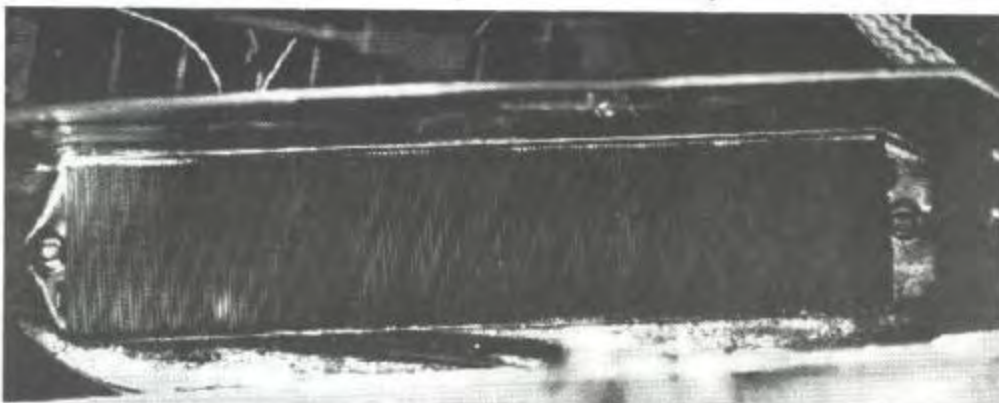


RUBBER BATTERY TRAY MAT

By Harry Logan (651)

Acid sometime leaks out, usually from the filler caps on the top of the battery. This can leave a white powdery residue on the metal. In severe cases it can eat into the metal. One thing that helps is to put a rubber mat in the tray under the battery. This probably works better on 1938 and later Buicks which have the battery in a tray in the engine compartment. To

install a mat in my '38, I first cleaned the battery tray and hold-down frame at the top of the battery. Next, I painted them black using POR-15 paint. Then using 1/8" (3 mm) thick black rubber stair matting, I cut a rectangular piece 19" long by 4" wide (48 cm x 10 cm) and put it on the bottom of the battery tray. Now the battery area looks better because it is free from acid



stains. There's also a battery mat from Eastwood Products that they say will help neutralize acid spills in your battery tray. 2 mats can be cut to fit for \$9.95. Contact them at: USA 1-800-345-1178.

NEW FINDINGS ON YOUR 1938 EMBLEM COLORS

Many members have reported that their original 1938 map light cover's lettering was gold colored (some call it tan like the instrument panel). Even **John Baine's** (#1090) 1938 McLaughlin (Canadian) Buick has gold map light lettering.

The gold map light cover in the photo is an original, not a repro. It is on a low mileage '38 Century. So I now believe '38 map light lettering was a golden tan color like the instrument panel and not black like the repro '38 map light covers. *Any comments?*

And on another point about searching for the correct emblem colors, **Joe Giordano** (#333) from Missouri, brought his 1938 Century's hood side panel to the **BCA Nationals** in Chicago to show me its **Century** emblem. Joe's car still has its original blue paint. He believes the '38 hood side emblems inside lettering was silver. The raised portion around

Technical TIPS

(By Harry Logan #651)

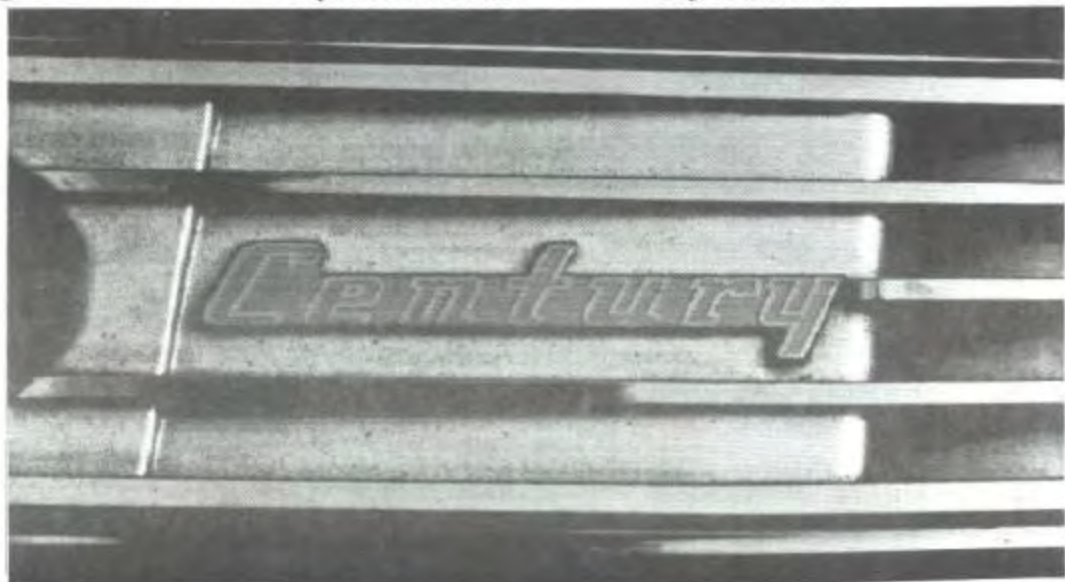
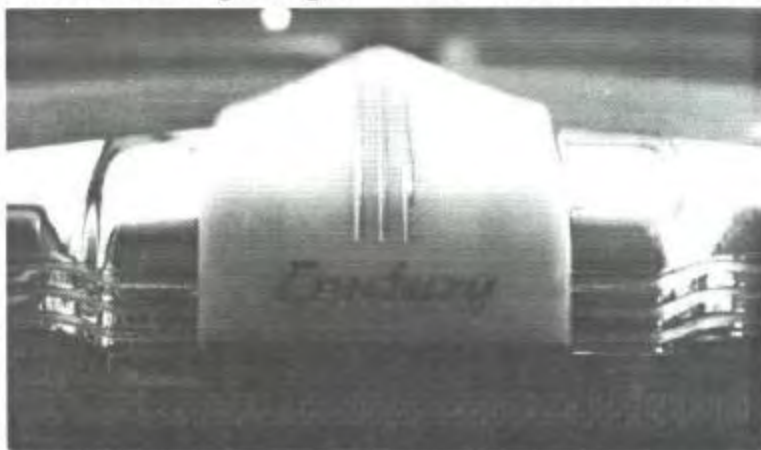
the edges of the letters is a flat or dull chrome color. However **Paul Cusano** (#52) believes the inner portion of the letters were bright red (not dark red) with silver edges on all series. The spaces between the letters are silver finish like the hood side panel louvers.

To support his view, Paul says both his '38 Buicks had red letters

when he bought them. He also says red letters are shown in period photo advertisements and in illustrations of Buicks at that time and since.

(ED. Using a magnifying glass and the centerfold black & white factory photo of a '38 Limited, I can clearly see the words LIMITED. If they were left silver and not painted, they would not be dark and stand out as they do in the factory photo. The emblem is brass, so Buick first put a dull chrome finish on it, then painted the inside of the letters red).

Any comments?





Technical TIPS

BUICK GRILLE ACCESSORIES

By Harry Logan (#651)

This 1938 Twin Grille Cover Part No. 980570 was used to cover the lower half of the grille. It cost \$1.35. There was a different Twin Grille Cover for '37 Buicks, Part No. 980561. It cost \$1.10.

The purpose of the Grille Cover's was to "improve engine and heater operation in cold weather" and to "permit cooling solution to flow more freely and thereby maintain more even radiator temperature." It was made out of "heavy aluminum finish fabrioid with embossed cross design resembling radiator grille bars."

Buick also offered an "Invisible Bug

Screen" on '37 (#980562) and '38 (#980571). Their purpose was to "prevent entrance of insects into the radiator core and maintain radiator efficiency." They "attached in front of the radiator core, back of the grille."



This NOS Bug Screen belongs to **Virgil Siewert** (#1131). I photographed it at the Nationals in Chicago in front of his '38 Century's grille. I believe it is for a 1936 and not a 1938 Buick as the round, red Buick 8 emblem is identical to the one on a '36 grille. Also it is definitely made to mount in front of,

not behind the grille like the '37 & '38 Bug Screens. Any comments?



REPRODUCTION CONVERTIBLE TOP LATCH ASSEMBLIES

By Loren Mately (#46)

Because I was unable to find replacement top latch assemblies for the one missing on my 37-46C, I had some reproduced in polished stainless steel. Although not shown in the photo, the corresponding hooks are now being finished. The outside latches and hook assemblies are 1/8 of an inch shorter than the center latch and the center hook is a "V" base mount. I have had 12 sets of these made, 24 outer latches and hooks and 12 center latches and "V" hooks. These are made in Canada for me by a fine tool and die maker. The exchange on the U.S. dollar make this program financially feasible, plus his very reasonable labor.

Four sets are spoken for, so that leaves 8 sets available to any club member who would like a set. They are exact duplicates of the originals, and are fully finished and polished. A complete set sells for \$365.00. That includes two outer latches, two flat mount outer hooks, one center latch and one "V" mount center hook for a total of six pieces. In order to keep this price, I must order in units of 12 sets. I doubt that I will sell more than the 8 remaining sets, but if there is enough interest, I'll take a 10% refundable deposit on an additional run of 12 sets. If I receive enough deposits for those 12 additional sets, I will forward the deposits to the tool and die maker with an order for 12 more

Technical TIPS

sets. The delivery time is about 8 to 10 weeks.

I sent two BUICK sidemount nameplates to my Canadian contact for a quote as well. The die costs are \$6,000.00 and he can reproduce these nameplates in stainless steel. The unit cost per nameplate (after the die costs

are met) will be \$26.00 each. The run must be a minimum of 200 plates. The final cost per unit (at the 200 unit minimum run) would be: \$26.00 X 200 + \$6,000.00 die costs or \$56.00 per nameplate in polished stainless steel.

So if I can get a 10% deposit on 200 units, I'll place the order for the dies and 200 BUICK sidemount nameplates.

The craftsmanship of the few parts that I have had this man produce for me is phenomenal. He has indicated that he is willing to reproduce almost anything for an old car in small quantities. From a few to a dozen or several hundred. Anything out there that the members can think of that needs to be reproduced? Contact me if you've got anything that needs to be reproduced. I'll need a sample to forward to my Canadian friend for a price quote.

If you're interested, contact Loren at:
Loren Mately
3119 S.E. Spyglass Drive
Vancouver, WA 98684-3722 •
(206) 254-1944





Technical TIPS

ONE MAN'S OPINION

By Joe Giordano (#333)

After reading **Lauren Matley's** (#46) article on auto painting in the last issue, I thought I should give my point of view to Club Members on painting an old car. I have been painting cars for over forty five years. I have painted a great number of cars with lacquer paint that have been passed off for the original. A lacquer job done right is a thing of beauty, believe me!

I have painted cars lacquer that have won first place in National Shows. I think that anybody who has his car painted with nitrocellulose is making a mistake. It oxidizes and cannot take the sun very well, but acrylic lacquer is another story. Acrylic lacquer done right will make our 1937-38 Buicks look original again. You cannot do that with modern urethane paints. The modern nonporous finishes look like glass and don't have the old car paint look. The wet look on an old GM car doesn't look right!

Anyone who knows paint can tell the difference in modern paint when they back off and view the car from the side. Modern paint has a glassy nonporous look to it. Acrylic lacquer, when done right, looks beautiful and shiny but does not have the glassy nonporous look. Most lacquer paint jobs that go bad are because of too much primer and or too much paint, not to mention moisture trapped in the finish.

It is true that urethane paint is more durable, but it has serious complications if it is not done right; especially if you have to repaint anything. Cars are not like violins. To do a first class finish on an antique violin, you should paint with lacquer from the ground coat up. If you paint it with as much as 30 coats of thin lacquer, letting the paint dry in between, it could take months with a lot of sanding in between. That's the way they could get the wood grain filled without any shrinkage. A cheap way to paint a violin is to

use sanding sealer before lacquering it; a lot less chip resistant though.

A car paint job is a lot different. When professional auto body painters hear someone talk about "umpteen" coats of paint on a car, it almost makes them laugh. Why all those coats? You don't need all those coats simply to make your paint job smooth. You have to use the right thinner for the weather following the directions on the can. A car should not need over seven coats of paint even if you are going to sand it before you rub it out. Some colors with poor hiding might need another coat, or two at the most. Remember, the thinner the paint and primer, the better off you are.

Another mistake most painters make is to use lacquer primer on an all-over paint job. It says in my old paint manual to "*never do this.*" It would cause your top coat to be too brittle and subject to cracking, chipping and peeling. And less moisture resistant too. Always use a flexible primer. Your paint job is no better than it's undercoats.

I have just bought a wrecked 1992 Buick Park Avenue and I plan to fix it and paint it with a modern basecoat/clearcoat system. And as for my 1937-38 cars, they will get show winning lacquer paint. What I have always said is "*the more original, the better.*"

And something to remember: Read the paint directions on your paint cans if you are going to paint your own car!

One last thing, it does say on the cans "*For Professional Use Only.*" So buy a paint manual and read it carefully before you start if you are going to paint your own car. The difference in a good paint job and a bad one is how good it looks and how long it lasts. If it isn't done right, it won't last!

Ed. It is in interest of the members of the 1937-1937 Buick Club that we publish differing opinions that have bearing on the preservation and restoration of our automobiles. If you have differing opinions, from those presented in this publication, please send them to the Torque Tube.

'37 & '38 BUICK BELT MOLDING

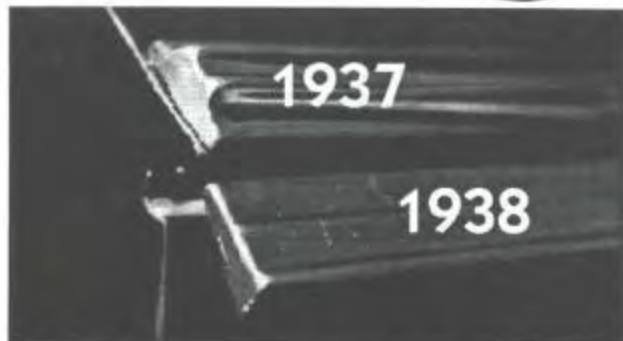
By Harry Logan (#651)

Technical TIPS



Belt molding is the stainless trim strip that runs horizontally along the side of your car. In these two photos notice the difference between the '37 (top) and '38 belt molding.

The '37 molding is symmetrical while the '38's is not. The '38 molding can go on only one correct way. The correct way is with the narrow side pointing up, the wider side down.



The molding is held on with wire clips that you can buy from antique car suppliers. The moldings snap off easily using the plastic tool shown on page 18 of the May/June 1995 *Torque Tube*. Remember though that the pointed end of rear molding, back by the trunk, is held on with a screw and nut. So don't try to pry off this molding without first removing the nut!

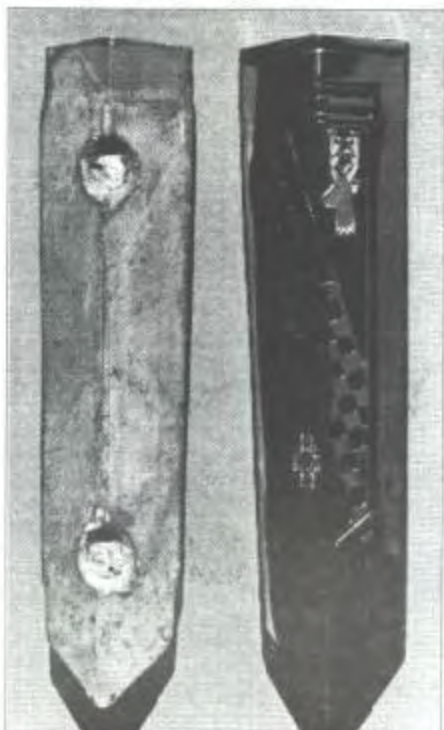
RESTORING YOUR 1938 BUICK'S CENTER GRILLE EMBLEM

By Harry Logan (#651)

These emblems are made of chrome plated brass that attaches to a base. The base has two screws for attaching it to the center grille stainless trim strip.

I've seen several '38's with brass emblems because the chrome has worn completely off. You use to be able to buy excellent reproduction ones, but this is no longer the case. So you'll have to restore the one on your car or buy a good used one.

They're easy to restore. Working from the top of the back side, use a small screwdriver to gently pry the emblem off it's base. Then have it chrome plated and reattach to



the base. If the emblem doesn't fit snugly, remove it from the base and gently squeeze the emblem's sides. This will cause it to have a narrower "V" shape and fit the base more tightly.

I use a fine tip permanent marker to paint them. This is much easier than using a small brush and paint. You will need to retouch them up from time to time, but it's easy to do with a fine tipped permanent marker pen.

You'll need a black marker for all the straight lines, blue for the small squares, gold for the deer head and cross, red for the circle in the cross and for the background the deer head and cross are on.



Technique TIPS

VOLTAGE REGULATORS

By Harry Logan (#651)

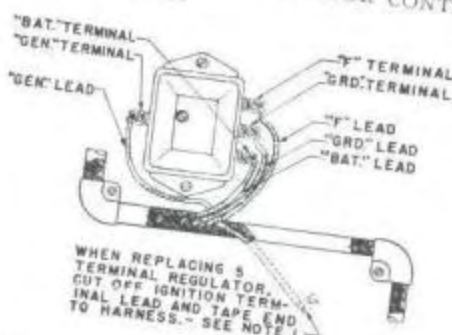
Here's something you don't see very often, an original 1938 Delco-Remy 5 terminal Voltage Regulator. Most cars I've seen have a 4 terminal Delco-Remy Part No. 1118213. The last three digits, 213 are stamped on the base of the regulator. This replacement regulator came out in 1939. Also note the original Delco-Remy Horn Relay. The relay is perpendicular to the firewall whereas modern horn relays lie flat.



INSTALLATION INSTRUCTIONS FOR DELCO-REMY MODEL 1118213 VOLTAGE REGULATOR (Four Terminal Type)

THIS REGULATOR IS FOR USE WITH A NEGATIVE GROUND-ED BATTERY ONLY!

Before installing the regulator in this package, check the battery voltage to make sure that its negative terminal post is grounded. IF THIS REGULATOR IS INSTALLED WITH A BATTERY WHICH IS POSITIVE GROUND, THE REGULATOR CONTACT POINTS WILL OXIDIZE RAPIDLY.



1. When replacing a five terminal regulator, remove the regulator "IGN" terminal to ignition switch lead. If lead is in harness, cut off the lead as close to the harness as possible, then tape the wire end to the harness.
2. When replacing some of the earlier types of regulators with the dust-proof regulator in this package, wider hole spacings will be required. Drill $\frac{1}{8}$ inch holes, use the enclosed self-tapping screws and lockwashers under the old screws to mount the regulator. Where the original regulator was mounted on a bracket, remove the bracket and mount the new regulator in the engine side of the dash.

ACCIDENTAL REVERSAL OF GENERATOR POLARITY

During the installation of the regulator, the polarity of the generator may accidentally become reversed. Reversed generator polarity will cause the cut-out relay contact points to vibrate and burn. To make sure the generator has the correct polarity with respect to the battery it is to charge, after the installation of the regulator momentarily connect a jumper lead between the "GEN" and the "BAT" terminals of the regulator, BEFORE STARTING THE ENGINE. The momentary surge of battery current to the generator will correctly polarize the generator.

DELCO-REMY DIVISION, General Motors Corp., ANDERSON, IND.
DAR-629 10-21-39
Printed in U.S. of A.

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• For 1938 Buick

Front Fender Lights
complete.....\$135. pair
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Good Rebuildable cores.....\$ 25. each

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EDITOR'S NOTE

In you find it difficult writing & mailing an AD to appear here in the Torque Tube you can call and dictate it to me over the phone. Or FAX it to me. My number is (415) 941-4587 and is set up to receive your VOICE, FAX or your MESSAGE on my ANSWERING MACHINE.

Parts FOR SALE

• Parting 1937 & 1938 Specials and a 1937 Limited.

The following is just a portion of the parts available. Call with your needs.

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Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Wiper transmissions.....	\$ 50. pair
Special manifold.....	\$100.
Throttle cable.....	\$ 20.
Special transmission.....	\$100.
Special right sidemount brackets upper & lower.....	\$ 75.
Two new Moog lower inner shafts & bushings.....	\$75. pair
Rear view mirrors.....	\$ 15.
Steering column support with ignition, keyed.....	\$ 35.
Map light switch.....	\$ 10.
Splash pans.....	\$ 35. pair
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
40 & 60 series doors.....	\$ 50. each
Head light bezels.....	\$ 15.
Radio grills.....	\$ 15.
Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each
Century radiator.....	\$100.
Deluxe heater with defroster.....	\$100.
Deluxe heater.....	\$ 75.
Horn button.....	\$ 25.
Steering wheel.....	\$ 50.
Center stainless emblem.....	\$ 15.
After market grille.....	\$ 75. pair
40/60 running board brackets.....	\$ 50. set
40/60 homemade sidemount cups & locks with keys.....	\$ 50. set
• 37/38 Special sidemount covers, complete & nice.....	\$500. pair
• 37/38 Special running boards, solid & straight.....	\$200. pair
• 37/38 Headlight lenses.....	\$ 75. pair
• 37/38 Special exhaust valve body, working.....	\$ 50.

(1937 Parts continued from page 26)

80/90 bumpers.....	\$ 30. each
80/90 bumper arms.....	\$ 15. each
80/90 defroster ducts.....	\$ 30. pair
90 Series rear brake drum.....	\$ 25.
80/90 rear motor mounts.....	\$ 40. pair
90 Series master cylinder.....	\$ 25.
90 Series wheel cylinders.....	\$ 15. each
80/90 running board brackets.....	\$ 50. set
80/90 left side trunk hinge, pitted.....	\$ 15.
80/90 assist straps.....	\$ 20. pair
80/90 trunk support arm.....	\$ 20.
Limited sidemount covers, very nice.....	\$400.
80 & 90 sidemount cups.....	\$ 75. pair
80 & 90 splash pans.....	\$ 65. set

• 1938 Parts

734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Large series air cleaner.....	\$ 40.
Radio hole plugs.....	\$ 15. set
Left headlight bucket with stainless, no rust.....	\$ 25.
Special hood lettering.....	\$ 20. pair
Fender lights.....	\$ 75. pair
De-froster ducts.....	\$ 15. pair
Wiper transmissions.....	\$ 50. pair
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Tail lights, complete.....	\$ 75. pair
'37-'38 NOS lower radiator hose, large series.....	\$10 each...or \$ 25. for 3
Complete instrument cluster including water temp. bulb.....	\$ 75.
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 25.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Lighter, complete.....	\$ 15.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
Special transmission.....	\$100.
Generator.....	\$ 50.
Manifold.....	\$75.
AAV-1 carb complete.....	\$125.
Hood sides & tops.....	\$ 25. each
Deluxe heater with defroster.....	\$100.
Right side grille.....	\$ 75.

• All parts plus shipping

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460

• 1937 PARTS

Fender light.....	\$ 35.
Inside handle escutcons.....	\$ 2. each
Clocks.....	\$ 25.
Tail lights.....	\$ 25. each
Dome light base.....	\$ 15.
Switch knobs.....	\$ 5.
Plus some assorted mechanical and body parts	

• 1938 PARTS

Outside door handles.....	\$ 12.
Outside locking door handles.....	\$ 15.
Trunk hinges.....	\$ 20.
Trunk handle base.....	\$ 20.
Fan blade.....	\$ 20.
Big Series Air Filter.....	\$ 40.
"Canadian" hub caps.....	\$ 10.
Dash ash trays.....	\$ 12.
Rear 80 Series Ash tray.....	\$10.
Tail lights.....	\$ 70. pair
Left and right grilles.....	\$100.
Horn buttons.....	\$ 10.
Big Series water pump.....	\$ 50.
Glove Box Door.....	\$ 15.
Clocks.....	\$ 40.
Dash & Instruments.....	\$ 50.
Speedometers.....	\$ 20.
Parking lights.....	\$ 75. pair
Headlights, complete.....	\$150. pair
Headlight assemblies & reflector.....	\$ 70.
Reflectors.....	\$ 30.
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Wiper knob assemblies.....	\$ 20.
Rocker cover (2 hole).....	\$ 20.

Plus many other 80 Series Parts

John Baine (#1090), RR2, Bradford, Ontario, Canada L3Z 2A5, (905) 775-2622

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Send a stamped envelope for a free list.
Please specify Buick and year as I have lists for all cars/trucks worldwide.

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FAX: (315) 432-8256

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1934 thru 1940 SSAE for information

BUICK RESTORATION SERVICES
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• FOR 1938

I missed getting a 3:9 Ring and Pinion Gear Set for my 1938 Special by 1 day. If I don't get a 3:9 set soon I may have to try and trade the 38-41 for a large engined '38 or '41 Buick. Thanks

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(612) 688-8058

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1938 Coupe body for a chassis I already have.

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Low and Reverse Sliding Gear. This gear is the same in all 1937 through 1940 Big Series Transmissions.

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1. Passenger side vent window and window holder complete (most 37/38 G.M. will work).
2. Center latching assembly for convertible top
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4. Buick 8 front bumper guard
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6. Glove box lock assembly
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• FOR 1938 BIG SERIES

AAV-2 Strombert Carburetor/Automatic Choke in good condition. Also one good wheel for 80 Series.

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• 1937 BUICK SPECIAL SPORT COUPE

Car has been professionally restored 4 years ago from a nice original. 300 miles on it since then. Painted Dark Blue to match original color. New gray Hampton Coach interior. Most chrome redone. Factory radio and heater. Hunley Acuff running boards. All instruments rebuilt. Original tire pressure sticker on back of glove box door. Two jump seats. Plain fenders.....\$16,500 OR BEST OFFER

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• 1937 BUICK LIMITED MODEL 91 E

156 made. 1 or 3 I know of. Divider window, two sidemounts, engine turns, some new parts. Project car, 95% complete and disassembled. Some spare parts. Currently registered with DMV. Moving. Must sell.....\$6,000 OBO

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Excellent original. Untouched. In dry storage for many years. Extra drive train and many extra parts.....\$3950. for all.

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'37-'38 Buick Rubber Parts

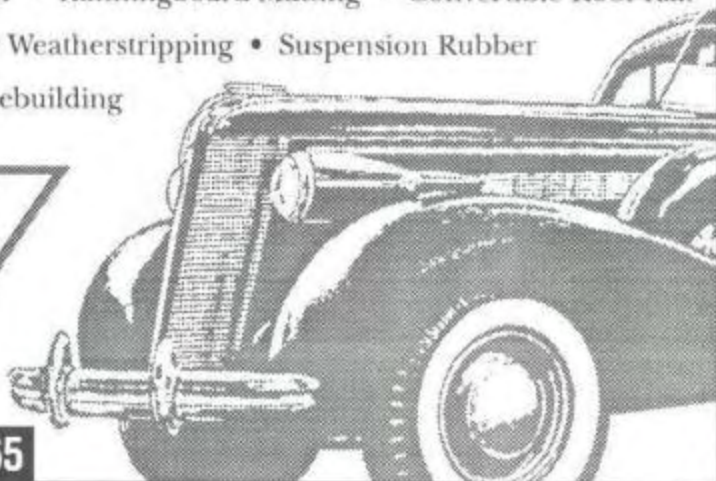
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Catalog
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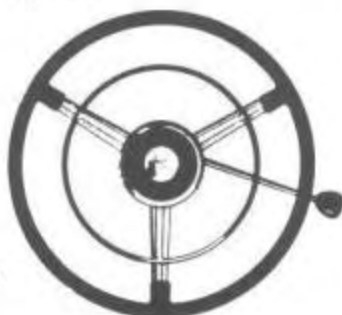


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STEERING WHEELS

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Clip Type.....DW-369\$1.85 ft



TRUNK SEAL-SEDANS. 1/2" Wide;
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1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back..AP-37BK\$28.00
Brown.....AP-37BN\$29.00



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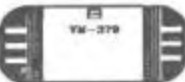
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Cars.....VB-370.....\$45. pr.

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VISOR "VANITY" MIRROR. VM-379\$25. ea.



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1937-38 Series 60-80-90
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All Models. ALL NEW MATERIAL!
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HOOD REST PADS. 1937-38 6-8 Per Car.

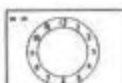
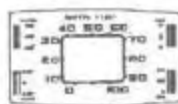
HR-378..... 3.50 ea.



DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original.1937.....SPEEDO DG-37\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK .. CG-37.....\$28.
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK .. CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38)\$ 6.

PLASTIC DOOR HANDLE and Window
Winder RINGS .HE-37(38).....\$ 6.



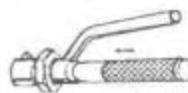
OUTSIDE DOOR HANDLE CHROME and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALLATION TOOL.

\$20. Refundable if Returned Within
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